

The Hongkong Telegraph.

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THURSDAY, NOVEMBER 5, 1908.

四拜禮

號五月一十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling £1,500,000 at 2/11= \$11,000,000
Silver \$14,000,000
RESERVE LIABILITY OF PROFTORS \$15,000,000

COURT OF DIRECTORS:
E. Shilling, Esq.,—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
E. G. Barrett, Esq. R. Shewan, Esq.
G. Friesland, Esq. Hon. Mr. H. A. W.
C. S. Gabbay, Esq. Slade.
W. Helms, Esq. H. E. Tomkins, Esq.
C. R. Lennan, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 15th October, 1908. [24]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,250,000
ABOUT MKX \$7,222,222
RESERVE FUND GOLD \$5,250,000
ABOUT MKX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
" 6 " 3 1/2 " " "
" 3 " 2 1/2 " " "

No 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "

JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [29]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVI.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecaloran, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kolar, Radja (Achoe), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per annum on daily balances.
Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 " 3 1/2 " "
Do. 3 " 2 1/2 " "

J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [26]

Banks.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,100,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, CHEFOO, NIENHSIN, KOBE, PEKIN, NEWUWANG, OSAKA, DANY, PORT ARTHUR, NAGASAKI, LONDON, ANTUNG, LYONS, SAN FRANCISCO, LIOYANG, NEW YORK, HONOLULU, MUKDEN, BOMBAY, TIB-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:
For 12 months 5 1/2 per cent.
" 6 " 4 1/2 " "
" 3 " 3 1/2 " "

TAKKO TAKAMIOCHI,
Manager.
Hongkong, 12th September, 1908. [23]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tainanfu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "

JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [29]

THE SAVOY,

13, Queen's Road Central,

NEXT DOOR TO CONNAUGHT HOUSE HOTEL.

The Proprietors of the above High Class Tailoring, Hosiery, etc., Establishment, beg to notify the Public and their Numerous Customers that a Clearance Sale of their new and varied stock is now being held.

Prices have been considerably marked down for CASH.
Stocks consist of Morley's Hosiery, the Celebrated "W. R." Corsets, and the well known Boots and Shoes by the Regal Shoe Co.

In addition to the above there are many Side Lines marked at most moderate prices, which cannot fail to be of interest, and an inspection is earnestly invited.

All our goods are sold at COST PRICE.
Hongkong, 29th October, 1908. [23]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
Of the Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [108]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & PALERMO Noon, 10th Nov. { Freight only.
YOKOHAMA Capt. J. B. Fergusson

SHANGHAI OCEANA 4 P.M., 13th Nov. { Freight and
Capt. W. Hayward Passage.

LONDON, &c., via usual Ports DELHI Noon, 14th Nov. { See Special
Capt. J. D. Andrews Advertisement

For Further Particulars, apply to E. A. HEWETT,
Superintendent.

Hongkong, 5th November, 1908.

Entimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHEW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [38]

CHAMPAGNES.

LOUIS RENAULT, PAUL DOMMIER & CO., DUC DE MONTBELLLO, IRROY & CO., LANSON, FERR ET FILS, POL ROGER, GIESLER & CO., EOLLINGER & CO., POMMERY & GRENOL.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 4th November, 1908. [140]

Hotels.

HOTEL PLEASANTON,

No. 17 Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Repowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1907. [167]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c. apply to the MANAGER.

Hongkong, 2nd July, 1900. [11]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,305 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do. do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG".
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM", 588 Tons, and "NANNING", 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 8th November, S.S. "SUI-AN" will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.
Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR), opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

A. F. DAVIES,
Manager. [1]

KOWLOON HOTEL.

For the Convenience of those Attending the

GRAND OPEN AIR CONCERT

AT THE KOWLOON BOWLING GREEN CLUB,

ON SATURDAY, the 7th Proximo,

A SPECIAL CONCERT DINNER will be served at 7.30 p.m. Sharp.

SUPPER at 11.15 p.m.

Please book your seats in advance.

C. CHAYTOR, O. E. OWEN,
Manager. Proprietor.

Hongkong, 30th October, 1908. [790]

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, N. BEUMENTHAL,
Proprietor. Manager.

Telephone, 170. Telegrams "Astor." [998]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

MANILA, YAP, FRIEDRICH, WILHELMSHAFEN, MAROON, SIMPSONHAFEN, SAMARAI, SYDNEY and MELBOURNE ...

"PRINZ SIGISMUND" FRIDAY, 9 A.M., 6th November.

KUDAT and SANDAKAN "BORNEO" Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th November, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA... ARMAND BEHIC Guiondet, 9th Nov., P.M.
MARSEILLES, VIA PORTS POLYNESIE Broc, 10th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA... DUMBEA Boyer, 23rd Nov., P.M.
MARSEILLES, VIA PORTS TOURANE Latcelin, 24th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 27th October, 1908.

CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.
GENOA TO HONGKONG in 30 DAYS.
NAPLES " " 29 " " "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.) VANCOUVER, SEATTLE, SAN FRANCISCO.
Connecting with the Canadian Pacific Railway.
FREIGHT TO OVERLAND via VANCOUVER.
PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.
YOKOHAMA—VANCOUVER 13 DAYS.
LONDON AND PARIS 25 " "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

1 CORSE 26th Nov. | 1 AMIRAL MAGON 11th Jan., 1909.
1 New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.
* Intermediate class and rates of passage.
All round the world ticket by these boats. &c.
For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

1460

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI,"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES

Hongkong 28th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half Nov.	JAVA	First half Nov.
TJIMAHU.	JAVA	First half Nov.	AMOI	Second half Nov.
TJILATAP.	SHANGHAI	First half Nov.	JAVA	Second half Nov.
TJIKINI.	JAPAN	Second half Nov.	JAVA	Second half Nov.
TJIPANAS.	JAVA	Second half Nov.	SHANGHAI	Second half Nov.
TJIBODAS.	JAPAN	First half Dec.	JAVA	First half Dec.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 5th November, 1908.

140

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 1 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cabins.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamnoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamnoon, Canton, or to their Agents
BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

141

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 11th July, 1908.

142

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLAEN, Manager.

Hongkong, 22nd June, 1908.

143

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask or Factory.

In Bags of 250 lbs. net \$3.45 per Bag or Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th August, 1908.

144

AMERICA'S TRADE WITH THE ORIENT.

THE NEW RATES AND REGULATIONS.

San Francisco, Oct. 1st.

What the trans-continental railroads must take as their share out of the freight rates on goods from the Orient was made known yesterday when advance copies of the new schedules arranged by the Interstate Commerce Commission arrived in San Francisco preparatory to their enforcement November 1st.

Compared with the general run of former through rates, the railroads will by the new arrangement be compelled to take as their share as much as or about three-fourths as much as the old through rate. This will either mean that the steamship companies will have to carry at a loss if the old through rates be maintained, or the through rates will have to be increased in order to allow the steamship lines a reasonable compensation or a good profit.

The Asiatic traffic now coming through the port of San Francisco is roughly estimated as equivalent to about \$1,000,000 a month in freights paid to steamship and railroad companies.

The greatest freight profits come from the carrying of tea and of silk, and these commodities will, it is believed, continue to come through by way of San Francisco instead of seeking the Suez route. They will have to take the quickest course. But curios and other commodities, including matings and less perishable goods, might be diverted to the Suez route and carried to New York by steamships belonging to various competing foreign countries. The freightage loss from this cause might be from \$3,000,000 to \$5,000,000 a year as the trade is now. That is, that much money would be deducted from the traffic possibilities of American steamships and American railroads.

WILL DIVERT THE TRAFFIC.

It is possible that the new regulation may divert the tea and silk trade to Japanese vessels, which could bring tea and silk to San Francisco at a rate less than the American steamships could afford to offer. These are the problems that confront the commerce of this port with respect to the enforcement of the new rulings of the Interstate Commerce Commission compelling the railroads to announce publicly just what they charge for hauling commodities across the continent, no matter if they are Asiatic shipments in transit.

Steamship men fear that if a good part of the traffic is not allowed to go to foreign tramp steamers plying by way of Suez the comparatively large rate allowed the railroad will make it easy and natural for the Japanese lines to take the trade because their subsidies and their lesser expense of operating their vessels will permit them to become exterminating rivals for the Pacific.

The present through rate on tea in carload lots is \$1.50 a hundred pounds, but the new interstate regulations compel the railroads to take \$1 as their proportion of the haul; the railroads moving the commodity 3,000 miles and the steamers nearly 7,000 miles.

COMMODITIES AFFECTED.

Matings is \$1.25 a hundred pounds all the way from Asia to New York when in carload lots, but with November 1st it is to be \$1 a hundred for the railroads' share of the haul.

Now the tariff on raw silk and on silk goods from the Orient to New York is \$6 a hundred pounds on raw silk and \$6 a hundred on silk goods, plus an *ad valorem* rate ranging from \$4 to \$4.60 a hundred pounds. The railroad and the steamship are splitting that up according to their own arrangement. But with November 1st the railroads will be compelled to take \$4 a hundred pounds for their share of either raw silk or silk goods.

Curios are now going through all the way from China and Japan to New York for \$1.50 a hundred pounds, but with November 1st the railroad will take \$1.50 a hundred pounds for its share, leaving the steamship lines to carry it for nothing if the present rate be maintained or to increase the through rate by whatever they find necessary to give them a reasonable profit for their share of the long haul. And that increase may drive the curios shipments to the Suez route.

LEVIATHANS ON THE SEA.

WHITE STAR'S 60,000-TON LINERS.

Titanic will be the name of the second of the two great White Star liners, which are to be built at Messrs. Harland and Wolff's yard at Belfast, and she will be titanic in dimensions also, for it is announced that the tonnage of each vessel will be about 60,000, which is nearly twice that of the Mauretania, the largest vessel now afloat. The keel blocks for the first of these amazing ships, the Olympic, were laid down at Belfast last week, and work is now progressing on her. The keel blocks for the Titanic will be laid down early in January next. Although it has been known that the White Star Line contemplated building two ships that would eclipse anything afloat, the exactness of the Olympic and Titanic will represent the greatest stride ever made in naval architecture. They will be nearly 1,400 feet long, and about 80 feet broad, and while they will not be built for great speed, they will, it is expected, be able to average 21 knots. They will be equipped with a combination of turbine and reciprocating engines.

The cost of the two vessels will be about £3,500,000. Great preparations have been going on at Belfast for more than a year for the construction of these giant vessels. Two new slips, each more than a thousand feet long, and capable of bearing a weight of 75,000 tons, have been built, and the greatest gantry in the world has been installed. A large number of men who have been idle while the yard was being prepared for these boats, will now be re-employed, and it is expected that the work on them will do much to relieve the distress in Belfast during the coming winter.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW & SATURDAY,
the 6th and 7th November, 1908, commencing each day at 2.30 P.M., at their Sales Rooms, No. 2, Des Vaux Road, corner of Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS,
Comprising—

HAND-PAINTED KAGA and NAGOYA TEA SETS, SILK-EMBROIDERED SCREENS, HAND BAGS, MONEY PURSES, WALL HANGINGS, FINE IVORY CARVINGS, GOLD and SILVER LOISONNE BOWLS, VASES and TEA SETS, KINKOSAN, SATSUMA WARE, PLATES, INCENSE BURNERS and TEA SETS, BRASS and BRONZE CARVED VASES, BOWLS, LANTERNS, BUDDHAS, FLOWER POIS, MAKUDZU, IMARI and ARITA WARE, GOLD DAMASCENE BANGLE, BUTTONS, MOTHER-OF-PEARL INLAID SCREENS and PANELS, &c., &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th November, 1908. [166]

Intimations.

BANK HOLIDAY.

IN accordance with Government Notification No. 775 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 9th November, the anniversary of the Birthday of His Most Gracious Majesty King Edward VII.
Hongkong, 3rd November, 1908. [164]

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL on MONDAY, the 30th November, 1908, and THREE PRACTICE DANCES on WEDNESDAY, 11th, 18th and 25th November, from 5 to 7 P.M.

Scotmen desiring to subscribe to the above are requested to forward their names to the undersigned.

DAVID WOOD,

Hon. Secretary.

Hongkong, 24th October, 1908. [160]

WANTED

IN HONGKONG FROM 1ST DECEMBER.

FURNISHED HOUSE for 6 or 12 months by married couple. No children.
Apply to—

BOX,

C/o Hongkong Telegraph.

Hongkong, 23rd October, 1908. [141]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.30 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 15 minutes

NIGHT CARS.

8.15 p.m. and 9 p.m. ... 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 5.15 p.m., 7.15 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, 178 Vaux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 6th June, 1907. [142]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM.
This is a condition (or disease) which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down, it may be, of the vital forces that govern the system. No matter what may be the cause (or causes) of this condition, the symptoms are the same: loss of vitality, loss of energy, loss of appetite, loss of sleep, loss of interest in life, loss of power to resist disease, loss of power to resist fatigue, loss of power to resist cold, loss of power to resist heat, loss of power to resist all kinds of ailments. Now, what is the remedy? The remedy is THERAPION. THERAPION is a powerful, yet gentle, restorative. It is a tonic, a stimulant, a strengthener. It is a medicine that will restore the vitality, the energy, the appetite, the sleep, the interest in life, the power to resist disease, the power to resist fatigue, the power to resist cold, the power to resist heat, the power to resist all kinds of ailments. THERAPION is a medicine that will restore the vitality, the energy, the appetite, the sleep, the interest in life, the power to resist disease, the power to resist fatigue, the power to resist cold, the power to resist heat, the power to resist all kinds of ailments.

THE EXPIRING LAMP OF LIFE.
A new existence imparted in place of a life so lately seemed worn-out, "used up," and wasted. This wonderful medicine is a tonic, a stimulant, a strengthener, a restorative. It is a medicine that will restore the vitality, the energy, the appetite, the sleep, the interest in life, the power to resist disease, the power to resist fatigue, the power to resist cold, the power to resist heat, the power to resist all kinds of ailments.

THERAPION No. 3.
This is a medicine that will restore the vitality, the energy, the appetite, the sleep, the interest in life, the power to resist disease, the power to resist fatigue, the power to resist cold, the power to resist heat, the power to resist all kinds of ailments. It is a medicine that will restore the vitality, the energy, the appetite, the sleep, the interest in life, the power to resist disease, the power to resist fatigue, the power to resist cold, the power to resist heat, the power to resist all kinds of ailments.

THERAPION.
This is a medicine that will restore the vitality, the energy, the appetite, the sleep, the interest in life, the power to resist disease, the power to resist fatigue, the power to resist cold, the power to resist heat, the power to resist all kinds of ailments. It is a medicine that will restore the vitality, the energy, the appetite, the sleep, the interest in life, the power to resist disease, the power to resist fatigue, the power to resist cold, the power to resist heat, the power to resist all kinds of ailments.

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS & DRUGGISTS,

&c., &c., &c.

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S BALM OF ANISEED,
\$0.50 and \$1.00.

A reliable remedy for all severe, acute, chronic, and lingering coughs and colds. Relieves hoarseness, sore throat, tickling in the throat, and difficulty in breathing.

WATSON'S COLD CURE TABLETS,
\$0.60.

Speedily relieves influenza, cold in the head, sneezing, &c.

WATSON'S COUGH LOZENGES,
\$0.75.

For alleviation of bronchitis, hoarseness, coughs, asthma, colds, and disorders of the throat and lungs.

WATSON'S WILD CHERRY COUGH SYRUP,
\$0.75.

Highly recommended.

WATSON'S EMBROCATION,
\$0.60.

For colds in the chest, bronchitis, sore throat, &c.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hongkong, 23rd October, 1908.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 5, 1908.

THE CADET SERVICE.

Revised rules have been sanctioned by the Secretary of State for the Colonies, for the establishment of Cadetships in Hongkong, the Straits Settlements and the Federated Malay States. The holders of these appointments will be required to serve in either of the above Colonies or in the States. Cadets appointed to this service will, in the first instance, be allotted to the States or one or other of the Colonies, but they will be liable to be transferred from one to another at the discretion of the Secretary of State, without being given any compensation for any special local privileges or allowance. Thus the Government will be at full liberty to exercise its prerogative of transferring the officers in the Cadet service, without any apprehension of incurring extra expenditure through its action, to whatever extent the Cadet might stand to lose thereby. The Cadets must be natural British born subjects of European descent. The restriction of cadetships to candidates of European nationality might be a judicious step in the case of the Crown Colonies. But we do not see any reason why Malay youths should be excluded from competition for cadetships in their own country, while British subjects of all Indian nationalities are equally eligible as candidates at the examination for the Indian Convocted Civil Service. We should think that the Malay is entitled to just as much right to offices and preferments in the F.M.S., as the British Indian has in his own country. Lately there has been considerable discussion in the press as to the propriety of according preferential treatment to Malay candidates, in the matter of conferring on some of them higher appointments than mere clerkships. We are glad to find that the Government has lately made a modest move in this direction. Some few of them have been appointed as Settlement Officers with small starting salaries, while two or three actions of the Malayan aristocracy have been entertained as 'Cadets' on emoluments lower than those of a third grade clerk with free furnished quarters. It will be interesting to watch their career in the service. Now that Cadetships, by means of open competition, have been definitely placed beyond their reach, it is to be presumed that the locally appointed 'cadets' will, in due course after their approved service, be deemed eligible for the higher appointment in the service. We are led to believe, that Government contemplates the adoption of such a liberal and equitable policy, from the provision, embodied in the last part of the Regulations, that, 'some of the posts

included in these classes are not exclusively confined to officers originally appointed as Cadets.' Thus it will be open to Government to promote suitable sons of the soil to the higher offices, though not admitted through the 'narrowed portals of the Cadet competitive examination held by the Civil Service Commissioners.

As regards the scale of emoluments and prospects of advancement in the service, we find that Hongkong takes the first place, the Straits a good second, and the F. M. S., a bad third. When free interchange of appointments, without compensation have been provided for, the emoluments attached to the services in the three Administrations, should have been in all fairness, placed on a perfect line of parity. With regard to staff appointments such an equality cannot be expected. Thus there are in the F.M.S. five posts held by the Resident General and the four Residents while there is only one staff appointment in each of the two Colonies. Comparing the other appointments in the three services, we find that the Hongkong Cadet on being appointed to a substantive post draws £420 which rises to £540 in three years, without his having to wait for any promotion. In the case of the Straits Settlements Cadet, he rises only to £480 in two years and has to wait promotion to the next grade before drawing the same emoluments as his confrere of Hongkong. But the F. M. S. Cadet begins his career in a substantive appointment on £360 per annum or £60 less than those in the Colonial services and only reaches the maximum of his grade, £480 in eight years as against two which the Colonial civil servant has to put in. Thus all other conditions being equal, a passed cadet who is appointed to Class V in the colonial service has an advantage of 6 years in service over an officer of corresponding status in the F. M. S., not to speak of starting on a considerably lower initial salary.

Touching the question of exchange, the Hongkong Civilian is in a substantially better position to those of the Colony and the F.M.S. As a concrete illustration we would instance the case of an officer in receipt of £420 per annum. In Hongkong it is converted at a guaranteed minimum of 2s. to the dollar. His assured income is therefore \$4,200, and he is also allowed the advantage of a fall in the dollar below the limit fixed. A drop in exchange below 2s. is to him an advantage while a rise does not affect him in the least. In the Straits and the F. M. S., with exchange fixed at 2s. 4d., the officer's substantive emoluments will amount to but \$3,600. To this has been grudgingly and tentatively added a ten per cent allowance which brings up his aggregate income to \$3,960 \$420 less than of the Hongkong Civilian. In order to establish an equality in treatment of these officers, in the matter of exchange, the sterling allowance ought to be raised to 10 per cent, if unification of duties and liabilities of service, are meant to be accompanied by equality in the amount of emoluments. In respect to the F. M. S. Officers, we do not see the slightest ground or justice for continuing to allow them emolument on a lower scale than it prevails in the colony during the first six years of their service. It is nothing but just and consistent that equality of treatment should be accorded to the F. M. S. Officers with those of the Colony, especially under the new conditions of complete unification of the services.—*Perak Pioneer.*

LOCAL AND GENERAL.

THE gunboat *Rio Lima* will be coming to Hongkong on Saturday to take part in the King's Birthday Celebrations on Monday.

MR. J. J. Leiria, Consul for Portugal and Brazil in Hongkong, paid his official call on Commodore Lyons this morning. A salute of seven guns was fired from H.M.S. *Tamar*.

With reference to the rumour in Hongkong yesterday that rioting had taken place in Macao Senior Leiria, Consul for Portugal, courteously informs us that he is in receipt of a telegram from the Governor of Macao advising that there has been no outbreak in the Portuguese settlement. Although precautions are taken against disturbances, Governor Recada does not anticipate trouble. The city is quiet, and the prevailing tranquillity is put down to the good sense of the Chinese inhabitants in the Portuguese city.

A serious outbreak of fire occurred amongst the cluster of native houses situated in the middle of the Tai Chi Men road early yesterday morning, says the *Hankow Daily News* of 24th ult. The native fire brigades were quickly on the scene but before their efforts were rewarded with success a hundred houses were destroyed and the damage to property was enormous. Loss of life is also recorded, one man jumping from the top story of a house into a pond and being drowned. The outbreak is said to have occurred by the overthrowing of an oil lamp during a squab.

A New York despatch of Oct. 5 says:—Mrs. Alice Damp, mother of twenty-three living children, arrived here from the Isle of Wight, England, and passed through the gates at the Battery, yesterday from Ellis Island, with eleven of them. She was accompanied by five grand-children, her daughter, Mrs. George Warren, and Mr. Warren. At the gate to meet her mother and sister was Kathleen Warren, who has come from New Haven, Conn., and Mrs. Damp's son, Arthur, 22 years old, who brought the greetings of his father, Alfred Damp, in Pittsburg, Pa. Another daughter of Mrs. Damp is living in New Haven, and three more sons are with their father in Pittsburg, while the remaining children are comfortably married and have been left behind in the English island. Four carriages were hired to take the party to the Pennsylvania railroad ferry, and when Mrs. Damp entered the carriage she appeared not a bit disturbed at the entreaties of several of the children to ride "with mother," and beamed on the crowd that quickly gathered to see the big family.

Aftermath of the Riots.

TWENTY-TWO MEN ON TRIAL.

EXEMPLARY SENTENCES.

As a result of the disturbances, which owed their origin to the anti-Japanese feeling among the lower class Chinese, on Sunday and the day following, Inspector Robinson placed before Mr. J. R. Wood at the Police Court this afternoon twenty-two men, charged with having taken part in the tumultuous proceedings. Among the number, were three juveniles who were unfortunate enough to be dragged into their lawless acts through the ill-advised counsel of their elders.

Sui Cho, a Chinese trader in Japanese marine products, said he carried on business at No. 78, Ko Shing Street. Shortly after 8 a.m. on Sunday last, he heard a great noise outside his shop, in consequence of which he closed his door. There were three *fohis* in the shop at the time. He saw some youngsters hurrying stones in the direction of his premises. Their efforts were chiefly directed against his door, which was a wooden one with iron bars protecting parts of it. He had expected to be attacked, but had received no previous warning. He barricaded the doors by placing a number of boxes against it. The rowdies found it difficult to break open the door by this means and commenced to hurl huge bricks at it. Seeing that his door was being battered, he blew his whistle to summon the Police, and the latter failing to put in an appearance, his *fohis* became alarmed and beat a hasty retreat by the back door. The door was forced open and a tremendous crowd entered. Witnesses picked up an account book just as the rioters entered, with shouts of "We will kill you! We will behead you!" Finding discretion the better part of valour, he followed the example of his *fohis* and left the shop. His first step was to inform No. 7, Police Station of the occurrence. When he returned with the Police, he found that everything had gone with the exception of an empty case and an empty mat-bag. The men were arrested as they were leaving the shop with the articles. There were five cases of shrimps, thirty-five cases of fish, thirty-three cases of mussels, four cases of sea-weed and five or six cases of sea-birds, valued at \$9,000, in the godowns at the time the defendants raided his shop.

Yip Yuk, a *fohi* at No. 78, Ko Shing Street, said that between 8 and 9 o'clock on Sunday morning, he saw a large number of men (between 100 and 200) entering the shop. The rest of his evidence was corroborative, he also having deemed it advisable to leave the shop. The fourth defendant was sentenced to six weeks' hard labour. The fifth, sixth and seventh defendants were each sentenced to 24 hours' detention and to receive 12 strokes of the birch while the others received three months' hard labour each.

JAPANESE YARN LOTTERY.

OFFICIAL CORRESPONDENCE.

The *Municipal Gazette*, Shanghai, of the 23rd ult., has the following:—

With reference to certain information furnished by a Ratepayer, including specimens of lottery tickets sold with the sales of yarn, a letter has been addressed to the Japanese Consul-General inquiring whether these operations have his sanction, and otherwise desiring an expression of his opinion on the subject. The members are unanimous in the view that this mode of competition is prejudicial to legitimate trade, and that every effort should be made to suppress the lottery either by the prosecution of the concerned or otherwise. The matter will have the Watch Committee's attention upon receipt of Mr. Etaki's reply:—

Council Room,
Shanghai, October 9, 1908.
SIR,—I have the honour to inform you that, from information in the Council's possession, it is evident that the lottery in connexion with the sale of Japanese cotton yarn, to which public attention was drawn in March last, is now in operation.

The Council has given public notice that the concealment of lottery tickets in sales of yarn constitutes an infraction of the prohibition rule against lotteries in the Settlement, and before undertaking the Police prosecution of the concerned, I have the honour to inquire whether you are aware of the operations, and what view you take as to their desirability or the reverse.

It is at all times the Council's endeavour where possible to obviate preferential treatment of any class of residents in the Settlement, and the suppressive measures which have been applied to native lotteries during recent years would fail in their object were a lottery of the present character allowed to function with impunity.

I have the honour to be,
SIR,
Your obedient servant,
DAVID L'NDAL, Esq.,
Chairman.

H. ETAKI, Esq.,
Consul-General for Japan.

Shanghai, October 22, 1908.
SIR,—I have the honour to acknowledge the receipt of your communication of the 20th inst., making the inquiry respecting the coupon in connexion with the sale of Japanese Cotton Yarn.

I beg to inform you that the coupons to which you refer are given away and are not sold; I am therefore unable to see any objection to this method of doing business. Art. XXXIV of the By-laws of the Municipal Regulations, refers to the sale of lottery tickets or chances in lotteries.

I have the honour to be,
SIR,
Your obedient servant,
H. ETAKI,
Consul-General for Japan.
D. LANDALE, Esq.,
Chairman, Municipal Council.

CANTON DAY BY DAY.

A DISTINGUISHED VISITOR.

[From Our Own Correspondent.]

Canton, 4th November.
H. E. Liang Tun is, a native of Canton, who is now on a mission to welcome the American Fleet at Amoy, will take the opportunity to apply for one month's leave of absence on the conclusion of his mission, to pay a visit to his home in Lung Ngan village, in Shun Tak district. Preparations have been made by his relatives and friends to accord him a warm reception.

THE RECENT FLOODS.
On the 2nd instant, a meeting was held by the Central Relief Committee to discuss what steps should be taken for the reorganisation work in the districts affected by the recent disastrous floods. There were present, besides the members, the Taoist for the Development of Native Industries and the Taoist of Constatulary; the district magistrates of Namhoi and Panyu also attended the meeting.

VILLAGE ROBBERY.
A week ago a few hundred robbers attacked the 'Nor Liang' village, in Hoi Yin, belonging to the people of the Chu clan. Over fifteen houses were ransacked and nine persons in all were kidnapped. During the engagement between the robbers and the villagers, who offered stubborn resistance, one of the latter was killed and a few others were wounded. The robbers also set fire to one of the houses before they decamped with the booty and the captives.

PROMOTING NATIVE INDUSTRIES.
The Canton Viceroys has received instructions from the Ministry of Agriculture, Industries and Commerce to inform the public that, if any Chinese subject is able to float a concern with a capital of from \$10,000 to \$80,000 raised by his own effort, he will receive special honours, with the view of encouraging the Chinese people in the promotion of native industries.

MILITARY CONTRIBUTION.
A sum of 150,000 taels, being part of revenue collected in Canton, has been remitted to Peking as Kwangtung's portion of the military contribution for the annual support of the Chinese Army.

COMMODORE LIU.
Commodore Liu Yu Fun returned to Canton yesterday from Hongkong after inspecting the two cruisers now in course of construction by Kwang-Hip Loong for the West River patrol service.

INTERPORT SHOOT.

PENANG NEWSPAPER AND CONCESSION TO HONGKONG.

We must congratulate Singapore on a very creditable victory in the interport shoot, and commiserate Hongkong, whose shooting, it would appear, was not conducted under the most favourable weather conditions, wherefore the low place taken by a team which has almost always distinguished itself in the contest, says the *Straits Echo*.

But that is the fortune, or rather misfortune, of war, and is a calamity that might well happen to any of the teams taking part in the competition. Hongkong was no doubt unfortunate, but she had every concession granted her.

According to a Singapore contemporary, "the weather conditions (in Hongkong) prevailing at the time originally fixed for the shoot made it impossible to go to the ranges; and an extension of the period within which each team was to fire had to be asked for and was, of course, readily granted." If we mistake not one of the conditions of the competition is that every team should fire between the 1st and the 15th October each year, but Hongkong did not go to the range until a day after the prescribed time. We do not grudge Hongkong the concession made in her favour—as it happened, the extensions of time did not improve her chances of victory, for she fired in weather that was dull and cloudy—nevertheless, we submit that the extension forms a very bad precedent. It may be that rules are made to be broken, but more often they are made to be observed, and the stricter the observance to the rules governing a contest the better it is for all parties concerned, and the less dissatisfaction there will be among the contestants.

There are occasions, no doubt, when it is justifiable to overlook a rule, and perhaps the authorities managing the contest thought that here was a case where a strict observance of the letter of the law was not required. We do not quarrel with their decision, but we trust that it will not be made a precedent. No doubt the ideal competition, one that is the best test of the comparative merits of each team, would be that the shoot should take place on the same range, on the same day, and under precisely similar weather conditions. That would be true test of marksmanship for we need not remind our readers that some ranges are 'easier' than others and that the team shooting in fine, clear weather has an enormous advantage over one that has to get through its shooting in a drizzle, let us say. But, unfortunately, in an interport shoot it is not possible to so arrange matters that all these conditions are fulfilled, and the next best thing is that each team should fire on its own range and on different dates fixed by the team itself. A sufficiently lengthy period within which the teams are to fire is allowed under the rules at present governing the competition.

A team can choose any day within that fixed period and with a little foresight, and perhaps a little luck, should contrive to avoid being forced to fire under unfavourable conditions. Of course, as in the case of Hongkong this year, not even foresight can cope with the vagaries of the weather, but that, as we have already said, is the fortune of war. One year, Penang had to fire in a steady drizzle, and another year she had to give up the contest altogether because of the rain, which fell in torrents and hid the targets: when half the shooting had been finished. We bring forward these instances merely to show that every contestant has an equal chance of being 'washed out,' and we say—out of the competition, and that it is doubtful whether an extension of time is not reprehensible. Certainly the concession made in favour of Hongkong should not be set up as a precedent.

STORY OF A SUIT.

ALLEGED-ATTEMPT TO HOODWINK YOUNGSTER.

The story of an alleged clever trick which nearly came off to the advantage of Chan Fat, an unemployed Chinaman, was told before Mr. J. R. Wood at the Police Court this morning. Leung Sam Mui, a Chinese woman residing at 18, New Street, charged Chan with stealing two pieces of clothing from her mother's house at No. 77, Praya East, the property of her younger brother.

Leung Sam Mui stated that at 9.45 a.m. yesterday, she was in the kitchen of her mother's residence at No. 77, Praya East, doing some washing. While thus engaged, her younger brother came and informed her that there was a man who wished to rent a cubicle. On entering the sitting-room, she was surprised to see a stranger, and the next moment, she saw the boy pulling two pieces of clothing from under the defendant's jacket. The latter seized her brother by the throat and threw him to the ground. The defendant then dropped his ill-gotten gain and proceeded to make himself scarce. This was not an easy matter, for the boy started a series of terrific yells of "save life" and gave chase to the swiftly vanishing Chan. A Chinese constable at this juncture pursued the defendant and managed to run him to earth round a corner.

This morning, Chan told his story to Mr. J. R. Wood. He said that he went to complainant's house to see an uncle of his. The boy demanded of him in a very impudent manner what he wanted and the woman went a step further by telling him he had come to steal. They threw the two pieces of clothing on the ground in order to incriminate him. They then shouted "Thief!" and gave chase. He had been employed as a fireman on board a Norwegian liner and had only been discharged two days ago.

The case was adjourned till Saturday in order to enable the Police to make further inquiries.

ILLICIT OPIUM.

HEAVY PENALTY ON SHIP.

Before Mr. Arthur, yesterday, in the Second Court, Captain F. Bucking of the German steamer *Tintow* was charged with importing 230 tablis of illicit chandu valued at \$690, reports the *Singapore Free Press* of 26th ult. Mr. Upcott appeared for the defendant and Mr. G. S. Carver for the prosecution. Sergeant Muesell said he boarded the steamer at the quarantine anchorage last Saturday. He went in a launch with some revenue officers who were searched before going. He searched the passengers and ship with the revenue officers but did not find anything. When he left the ship he left two Malay boats in charge. The next morning witness returned to the vessel with the revenue officers and on making a second search found twenty-four tablis of chandu beneath an ice-chest. They were in eight pieces of hose pipe. It took some difficulty in getting out the hose pipe in which the tabs were hidden. The chief officer was informed about it and was told to inform the captain who was not at that time on board. Lim Tung Yew, tester of the opium farm, said he found that the tabs contained illicit Szwatow chandu. After deducting the weight of the tabs the chandu weighed 230 tablis which was valued at \$690.

Subsequently evidence was given by the captain and chief-officer of the steamer who said they did not know how the chandu got there.

The magistrate convicted the defendant and imposed a fine of \$3,500. The opium was confiscated and given to the opium farm.

THE WRATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 5th at 12 to 2 p.m.—The barometer has risen moderately in N.E. Japan, and fallen slightly in W. Japan.

The shallow area of low pressure lies between the E. coast of China, and W. Japan, and the highest pressure is over the N.E. part of the Sea of Japan.

Pressure remains considerably below the normal over China, and gradients are gentle along the coast.

Light monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood: E. and N.E. winds, light; fine.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lamouks, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING AND MAELS

MAELS DUE

French (*Armand Beke*) 9th inst.
The E. & A. Co.'s s.s. *Empire*, which left here on 19th ult., arrived at Sydney to-day.
The E. & A. Co.'s s.s. *Aldenhurst* from Sydney, &c., left Port Darwin yesterday, for Manila and Hongkong.
The N. Y. K. s.s. *Yokohama Maru*, Bombay Line, left Singapore for this port on 3rd inst., and is expected here on 9th inst.
The N. Y. K. s.s. *Wakamiya Maru*, Bombay Line, left Kobe for this port via Moji on 4th inst., and is expected here on 12th inst.
The Java-China-Japan Line s.s. *Tjilmas* left Makassar for this port on 4th inst., a.m., and may be expected here on 12th inst., a.m. She will leave for Amoy on 18th inst.
The Java-China-Japan Line s.s. *Tjilwong* will leave Amoy for this port on 5th inst., p.m., and may be expected here on 7th inst., daylight. She will sail for Java ports on 11th inst., a.m.
The M. M. Co.'s s.s. *Armand Beke* with the French mail of the 15th ult., and mails from London of the 10th ult., will leave Saigon on 6th inst., at 1 a.m., and may be expected to arrive here on 9th inst., and will leave for Shanghai and Japan on the same afternoon.

THE NAVY LEAGUE ANNUAL.

The Navy League Annual made its appearance for the second year on Trafalgar Day, October 21st. Mr. Allan H. Burgoyne, the well-known naval writer and critic, is again responsible for its production, and he has been fortunate in the gentlemen who have been collaborating with him.

The Duke of Argyll, K.T., has written a Sea Song especially for the book, and perhaps the most interesting contribution is that on the "Development of the Capital Ship" by Mr. Maurice Prendergast. Plans accompany this article showing a battleship of 40,000 tons to steam 27 knots with internal-combustion engines and mounting no less than ten 18-inch guns, firing a two thousand pound shell.

In this connection, too, an article on "Internal Combustion Engines and their Application to the Propulsion of Warships," by the Marquis of Graham, Comr. R.N.V.R., will be especially valuable. Lord Graham, it will be remembered, has recently been experimenting with the gasboat *Rattler* on the Clyde, and both Messrs. Beardmore and Messrs. Vickers, Sons and Maxim, are prepared to build a gas-engined battleship immediately.

Mr. Charles S. Jerram deals with the "Manning of the Navy in Peace and War," whilst Mr. Bellairs presses the claims of the Margins of Safety.

A subject of peculiar interest at the present time is the "Naval Policy of Germany," and Mr. H. G. Bywater, writing from Berlin, deals with this very fully.

Mont. Maxime Laubeuf, late Engineer-in-Chief to the French Navy, contributes an article on French Submarines, and since he is the designer of most of them, and invented the "Naval" type of submarine, he can speak with authority.

Mr. Muirhead-Collins, C.M.G., the representative of the Commonwealth of Australia, writes on Australian local defence, Dr. Benedict W. Ginsburg on the "Mercantile Marine and its Relation to the Navy," while a curious chapter in old naval history is contributed by Mr. Richard Bannan Croft, who was in the navy during its transition stage from wood to iron.

The last article is the history of the evolution of torpedo craft by Mr. Allan H. Burgoyne, a subject which he has made his special study.

These are the articles in Part II of the book, Part I remaining, as last year, a description of the Progress of the British and foreign navies during the past twelve months, by the Editor. Aiding him in this work, however, is Mr. Gerard Fienes, who sums up relative naval strength in an able article.

Part III includes the usual tables, and also contains a precise and detailed list of all the *Dreadnoughts* built and building in the world.

As to illustrations, these are this year in the hands of Mr. Oscar Parker, the well-known Marine artist, and the ships he portrays include the battleships *Bellerophon*, *Batavia*, *Idaho*, *Michigan*, *Dulovars*, *Minas Gerais* and *Eraserhog Karl*, whilst amongst the armoured cruisers will be found the *Indomitable*, *Shannon*, *Guisenow*, *Makarov*, *Indal*, *Edgar*, *Quint*, and *Piss*, besides sketches and plans of destroyers, torpedo boats and submarines.

The book is issued in a half-crown solid cardboard binding edition, whilst the price of the edition de luxe, bound in rich red leather, and last year sold at a guinea, will this year be reduced to 12/6. It is this edition that we would strongly recommend to all our readers, for besides being an ornament to any library, it is an essential *vide mecum* to every Briton who is interested in the Navy.

DAIRY FARM CO.

STRAITS EULOGY.

In a leader in the *Straits Times*, writes:—It will be seen from a short report of the Hongkong Dairy Farm Company, which we publish to-day, that it is possible to have a pure article and a good profit if the business of milk supply is in the right hands. The Hongkong Company was started twelve years ago when dissatisfaction with the revolting conditions under which native dairy business was conducted had reached a point which we are gradually tending towards in Singapore. The European inhabitants appear to have come to the conclusion that Heaven helps those who help themselves and thus the Company was started. That it has been able to make a profit during the past year of \$75,588 and to pay a very good dividend in addition to placing a substantial sum to the reserve account is the best possible evidence that it has met a want in Hongkong, in a very business-like manner. At present our Singapore Municipal authorities are inquiring into the whole question of milk supply, and we do not recommend, therefore, that any immediate action should be taken. Indeed, while recognising most willingly the excellent service a private enterprise in careful European hands can render, we are strongly of opinion that complete municipal control of milk supply will be the ultimate solution here and elsewhere. Milk is used almost as universally as water, and it is acknowledged to be even more sensitive to contamination. If it is one of the first duties of an efficient Municipality to provide a wholesome water supply, it cannot be outside its legitimate scope to care for the quality of the milk supply also, and we believe this can be done quite efficiently without incurring enormous expense in the starting of dairy farms. But if the Municipality fails, the example of Hongkong will not, we trust, be forgotten.

At the Paris Academy of Science on the 5th ult. M. Bigourdan stated that the comet known as Nov. 3, 1908, had lost its tail. This comet made its appearance on the night of 15 Sept. and its career was followed eight by night on the night of 30 Sept.-1 Oct., however, the comet appeared minus its tail. It is stated that this is the first recorded instance of a phenomenon of this kind, although the head of a comet becomes modified, sometimes. The tail in question was of great length.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE AMERICAN FLEET. TELEGRAMS OF WELCOME.

[By courtesy of the "Sheng Po".]

Amoy, 4th November.

Admiral Emery, of the American Fleet, has received several tens of telegrams of welcome from the different Provinces.

He is very pleased with the telegrams.

The Admiral has cabled to the American President at Washington the fact of the subsistence of cordial friendship between China and America.

THE DALAI LAMA.

PEKING APPOINTMENT.

[By courtesy of the "Sheng Po".]

Peking, 4th November.

An Imperial decree was issued on the 3rd inst., by the Empress Dowager, appointing the Dalai Lama Buddhist Pontiff in Tibet and ordering him to return to Tibet and restore order.

APPLICATION FOR ARMS.

FRENCH CHURCH IN KIANG-SU.

[By courtesy of the "Sheng Po".]

Peking, 4th November.

It is proposed by the authorities of the French church in Ming-ha prefecture, Kiang-su province, to store a supply of arms and ammunitions for self-protection.

The Wai-wu-pu, however, has refused the application as it is contrary to treaty provisions.

[Reuters.]

The United States.

London, 3rd November.

The latest betting on the elections is 5 to 1 on Mr. Taft for the Presidency, and 5 to 4 on Mr. Hughes for the Governorship of New York.

Great Britain and Germany.

Mr. Haldane, Minister for War, in reply to Mr. William Redmond, said the War Office archives did not contain such a document as the Kaiser's plan of campaign.

The Near East.

The Crown Prince of Serbia has left St. Petersburg.

The Serbian Government has issued a communiqué enumerating steps to be taken to avoid provocation to Austria, and awaits the result of the Conference hopefully.

It is officially announced that Russia has informed the Crown Prince that she is prepared to give Serbia her moral support on condition that Servians abstain from acts of provocation.

The Servians infer that Russia does not recognise the annexation of Bosnia.

Germany.

The German Press is clamouring for the retirement of Prince Buelow.

The Peace of Europe.

M. Clemenceau, at an interview, said that Great Britain, France and Russia were never so loyally united in their determination to secure the peace of Europe, and the respect of liberty.

The Situation in the Near East.

The situation in the Balkans is complicated by announcements, on the one hand, that Russia has submitted a programme for a conference to the Powers, and on the other hand has intimated that she cannot recognise the annexation of Bosnia.

It is unquestionable that Austria is steadily pushing forward military preparations.

The American Elections.

A notable feature of the American Presidential Election is the comparatively small public interest, due to the absence of political novelty in both candidates.

Much depends on the vote of New York.

The United States Presidency.

4th November.

Mr. Taft has been elected President of the United States.

The voting was the heaviest on record.

A SEMI-OFFICIAL denial is given to the statement, for which the *Berlin Tageblatt* made itself responsible, to the effect that a new Navy Bill was about to be introduced giving effect to the demands of the German Navy League in regard to the construction of large armoured cruisers. The Admiralty declares that this year's naval demands will not exceed the limits of the existing Navy Bill.

THE OPIUM QUESTION.

STRAITS COMMISSIONER'S REPORT.

In the Singapore Legislative Council on the 25th ult., Mr. E. C. Ellis asked—
1. When did the Government first receive the report of the Opium Commission?
2. Has the same been forwarded to the Secretary of State for the Colonies, and, if so, when?
3. For what reasons have the Government decided not to publish such report and the evidence on which it is founded immediately they are printed, thus depriving the public of an equal opportunity of studying their contents?

4. Will the Government reconsider their decision in a matter so vital to the interests of the Colony and allow access to such documents as soon as printed and give instructions for the printing being carried out and completed without delay?
5. If either the report or the evidence is completely printed, will the Government allow access to such one of them as is printed?

Captain Young replied as follows:—

1. An advance but incomplete copy of the report of the Opium Commission was received on the 21st September, 1908.
2. The Government do not consider it advisable to forward an incomplete report to the Secretary of State.

3 and 5. The Government are of opinion that it is not desirable to make public the report until it has reached the Secretary of State and this view has been endorsed by the Secretary of State, who was telegraphed to on the subject after notice of these questions was received.

4. When the report is forwarded to the Secretary of State he will be requested to telegraph his sanction to its publication in the Colony and Federated Malay States. The delay in the printing is partly due to the Printing Office not being adequately equipped to carry out a work of this magnitude in addition to keeping up the ordinary work required for the Colony; also certain evidence taken in December last, at Penang, was not received by the Commission from the shorthand reporter until August, and then in an incomplete form. The Superintendent of the Printing Office states that he considers that by the 5th November the evidence and appendices will be ready for despatch.

NEW ANTI-OPIMUM REGULATIONS.

Writing on the subject of the new regulations, the *Straits Times* says in a leader:—If the reform of China in the matter of opium smoking can be accomplished by means of ink and paper, it is already within sight. A recent issue of *Chinese Opinion* contains the text of new regulations designed to govern the sale and consumption of opium, and it may be said at once that they appear to be as drastic as the most rampant members of the anti-opium society could desire. They are so drastic, in fact, that they strike one as being designed rather as a means to China's critics than as a determination of the Government which is to be literally carried out. For the regulations require every opium smoker to obtain a license permitting him to purchase the drug. It will set forth the quantity which the licensee is allowed to purchase, and each time a purchase is made the date and quantity are to be inserted. At the end of twelve months a decrease of one-eighth must be shown in the amount consumed, and, as it appears that this is a progressive obligation, the smoker may be described as under a term of notice to cure himself of the habit. If a smoker visits Peking he must take out a special license there, and if he is detected in any breach of the rules, sundry pains and penalties are to result. As for the dealers in opium, they are to be handled in still more arbitrary fashion. A shop that does other business shall not sell opium at the same time, and such shops must cease selling opium in three months. No new opium sellers are to be permitted, and those who now sell shall not change their names, ownership or address.

Here we seem to detect the unmistakable evidence of farce. Granting that the Chinese are a wonderful people, and that they are not to be measured rigidly by Western standards, does it seem possible that any man who sells other things than opium will trade in opium alone when he knows that each year his sales will be less by one-eighth than the previous year, until they finally disappear? A trader who is just making a decent living would find it less decent in a year, indecent in two or three, and extinct in four or five. Under such conditions he would have no option but to defy the rule against changing his address, for his coffee would have to receive whatever fragments of skin and bone a slow process of starvation might have left. Even the lot of hotel-keepers will not be particularly happy, for "they are responsible that their guests do not smoke without first obtaining a license." We quoted the other day a letter in which Mr. Egerton Eastwick pictured a district officer getting round on the abundant poppy fields while filling up, as he knew the Government wished him to fill up, a declaration that there was no poppy cultivation in the area under his care. There is likely to be a good deal of that sort of thing under the regulations now issued. Even if the Government be so earnest, the task undertaken would be too severe. It pays a merciless power of extortion into the hands of officials, and it places a premium upon smuggling, and every other form of evasion. We know that when the duty on morphia was increased from 5 per cent to 20 per cent ad valorem the quantity imported fell to a few ounces, and yet the consumption increased. It has been said, very truly, that people can neither be made moral nor sober by act of Parliament, and the observation may be extended to China's decrees. Besides which, it is open to question whether opium smoking is not the least harmful of all the forms of indulgence to which people are in the habit of resorting. Assuredly we have no doubt that it is a safer thing than alcohol for all the peoples of the East.

Nevertheless, China seems to have one intention. We have just seen a copy of the draft of

an Ordinance to amend the Law with regard to the Importation, Sale and Distribution of Opium in the Crown Colony of Ceylon. Why that colony should be in such haste to rush in where the angels who watch over the interests of Hongkong and Singapore fear to tread, or at any rate decline to tread for the present, is a matter about which we do not profess to be fully or adequately informed. But the terms of the law which is put forward as a substitute for that now in force are very like a copy of the Chinese decree. The Government of the Colony is to be the sole importer of opium; it is to issue licenses to opium smokers; they are to receive a fixed quantity and no more; that quantity, as in China, is to be gradually reduced. Of course there appears to be a greater desire to sweep existing interests in Ceylon than in China, for the traders do not get the same sort of shift, and no class is required, so far as we can see, to confine itself to one trade with the prospect of finding that it is the road to ruin in a few years. The conditions in Ceylon are different from those in Hongkong and Singapore, there being, for one thing, a much smaller population of Chinese. If the Governor of the Colony is acting under strict orders from Home, all we can do is to express our sympathy with his position, but we shall continue to hope that the Government of Colonies farther East will firmly resist being hauled into a course of action which might prove disastrous both in a financial and a moral sense. At least the Imperial Government, with which the supreme authority rests, should be forced to bear the views of people on the spot who have an intimate knowledge of the opium question in all its numerous aspects.

THE MONEY MARKET.

FACTORS CONTRIBUTING ADVERSELY TO STAGNATION.

Writing from London on the 1st ultimo Messrs. Samuel Montagu and Company report as follows:—
Inquiry for bar gold continued good, and the large arrivals—over a million sterling—were sold to France (except a small portion held back for the usual weekly requirements) on the basis of 77/100—the same price as last week.
Withdrawals were made from the Bank of England as under:—
On September 24, £100,000 sovereigns for Argentina, on September 25, £100,000 sovereigns for South America and on September 26, £100,000 sovereigns for Constantinople.
On September 28, the Bank announced the receipt of £15,000, recently shipped from India by the Indian Government.

The tone of this week—steady but lifeless—is not surprising in view of the market conditions. Years have much reduced their liabilities and are relieved from anxiety by the magnitude of the visible supplies in the near and the far East.
In Bombay, for instance, at the present rate of up-country demand—some £5,000 a day—the stock looks sufficient for the next four months, especially now that the Government reports that the rain in some parts of the country is hardly encouraging.

SILVER REQUIREMENTS.

But, to set against these adverse factors, we have the low level which we have reached; which undoubtedly must encourage Governments to look into the silver requirements of their respective countries; and it may be confidently anticipated that the United States Government will not hesitate to buy at the earliest moment that it may seem desirable.

These considerations and the hopeful view held in America—shown by their frequent reluctance to feed any sudden demand, which may spring up, discourage fresh bear movements and the result is the stagnation to which we allude.
On September 15, a shipment of 350,000 oz. was made from San Francisco to the Far East. The quotations to-day for cash (23 13/16) and two months (23 1/2) are 1 and 1/16 respectively below those on the date of our last circular.

QUOTATIONS.

Quotations for bar silver per oz. Standard.
Sept. 25—23 13/16 cash. 23 13/16, 2 months
" 26—23 1/2 " 23 1/2 " "
" 28—23 13/16 " 23 13/16 " "
" 29—23 1/2 " 23 1/2 " "
" 30—23 1/2 " 23 1/2 " "
Oct. 1—23 13/16 " 23 1/2 " "
Average for the week 23 8 3/4 " 23 8 3/4 " "
Bank Rate 2 1/2 per cent.
Bar Gold per oz. Standard 77 10/16
French Gold Coin per oz. 76 5/16
German Gold Coin per oz. 76 5/16
United States Gold Coin per oz. 76 5/16

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/55 A.M.
Do. demand 1/8 11/16
Do. 4 months' sight 8 13/16
France—Bank T.T. 1/55 A.M.
America—Bank T.T. 1/55 A.M.
Germany—Bank T.T. 1/55 A.M.
India T.T. 1/55 A.M.
Do. demand 1/55 A.M.
Shanghai—Bank T.T. 1/55 A.M.
Singapore—Bank T.T. 1/55 A.M.
Japan—Bank T.T. 1/55 A.M.
Java—Bank T.T. 1/55 A.M.
1 month's sight L/O. 1/55 A.M.
6 months' sight L/O. 1/55 A.M.
10 days' sight San Francisco & New York 1/55 A.M.
1 month's sight do. 1/55 A.M.
10 days' sight Sydney & Melbourne 1/55 A.M.
1 month's sight France 1/55 A.M.
6 months' sight do. 1/55 A.M.
10 days' sight Germany 1/55 A.M.
Bar Silver 1/55 A.M.
Bank of England rate 1/55 A.M.

INTERPORT CRICKET DINNERS.

The *Shanghai Mercury* of 26th ult. says:—The Palace Hotel was the scene of the Interport Cricket Match Dinner on Saturday evening last, and once again thanks are due to all responsible for the arrangements, the same happy inspiration pervading the change from the Shanghai Club's premises to that of the Palace Hotel, the large dining hall which served a dual purpose—a hall being partitioned off for the dinner, and the other open for the hotel guests. Dining was tastefully displayed and pictures adorned the walls—one representing Cricket—bats and stumps being particularly good.

The Chair was taken by a sturdy veteran in the person of Mr. A. P. Wood, a wielder of the willow in days gone by, and now for several years President of the Shanghai Cricket Club. Mr. W. C. D. Turner, Captain of the Hongkong team, supported him on the right and Mr. E. Walker, Captain of the home team on the left.
Mention must be made of the menu cards which will always remain as souvenirs, their artistic arrangement as set out comprising in addition to the menu itself a complete record of Interport Matches against Hongkong, the full scores and analysis of the present match, and a photo of the combined teams, and a medalion portrait of the president of the Shanghai Cricket Club. The dinner was excellently served and digestion was aided by an excellent selection of music by the Municipal Band, played in the annex to the dining room.

After proposing the toast of the King, which was followed by the singing of the National Anthem, Mr. A. P. Wood expressed his pleasure in once again having the honour to welcome their guests. He was sure it must have been gratifying to their guests to find that the good old game of cricket had not lost its hold upon Shanghai; there had been a record number of spectators at the match, and keen interest evinced from start to finish, both in the actual play and the personal of the visitors. Nothing tended more to link together in closer ties of friendship than did sports—especially Interport sport—between the outposts of General regret was felt at the difficulty Hongkong had experienced in getting together their team and one would have liked to have welcomed such names as Mr. Pearce and the brothers Hancock. In Mr. Turner, however, the Hongkong team was fortunate, in that he was not only the son of a former Interport cricketer but an excellent leader, and the team were to be heartily congratulated upon their pluck in averting a single innings defeat, and the way, they had masterfully upheld the honour of Hongkong by never for one moment becoming discouraged against the great odds they found against them, and in one department of the game they excelled—and that was in their fielding, which was of a higher standard than in any previous Interport match. He could not sit down without complimenting Mr. A. E. Lanning upon his excellent score, and was proud to know he had his training in Shanghai. For their victory Shanghai owed much to Mr. R. N. Anderson, for his batting, and Mr. O. D. Rasmussen, the youngest member of the team, by his splendid bowling, which never allowed the advantage to slip away. He congratulated Hongkong on their splendid victory in lawn tennis. In the whole history of Interport contests he thought that Shanghai had never had such a successful week and he tendered the hearty thanks of the Shanghai Cricket Club to the various committees, the Hon. Treasurer, the Hon. Secretary and particularly to Mr. W. L. Gerrard, for their good work. Mr. Gerrard had worked indefatigably. He felt sure that the Hongkong team would carry away pleasant recollections of their brief visit to Shanghai. In conclusion he proposed the toast of success and prosperity to the Hongkong team.

The toast having been drunk to musical honours, Mr. C. D. Turner replied, saying on behalf of both the Cricket team and the tennis representatives he thanked every one present for the hearty manner in which the President's toast had been honoured. Mr. Wood had covered the ground to such purpose that there was really left little for him to add. He considered the better team had won, but Hongkong would have liked to have won the toss. They had had one surprise—his name was Anderson—Capt. Barrett they all knew about, but they had not counted upon Anderson. He hoped Hongkong might have scraped through, but hardly expected to win the match. He thought they could congratulate themselves upon the fact that the game had been played according to the best traditions of amateur sport. Mr. Wood had said the fielding was the best he had seen in Interport cricket. He did not agree with that remark. He thought the fielding of the match of 1903 was the best Shanghai won the match on account of bowling, but at the same time he ventured the opinion that no one had done better bowling than Corp. Sharpe. He hoped that on their next visit they would be able to bring a stronger team. In conclusion he thanked their hosts for their pleasant visit and proposed the health of the Shanghai team, coupled with the name of Mr. Walker.

Mr. Walker thanked Mr. Turner and the Hongkong visitors for the kind way in which they had accepted the toast. He expressed pleasure that Shanghai had won the match, but said that they were lucky, in that Hongkong had to bat on a broken wicket. He regretted that Hongkong had had to leave behind such sterling cricketers as the Hancocks and Pearce, but hoped that the next time the teams met each might be at its full strength.

The toast of the Umpires and Scorers was proposed by Mr. J. McKie, and in doing so he complimented both Mr. A. R. Lowe and Mr. P. F. Lavery for the impartial and careful way they had carried out their duties as Umpires, for not only was a thorough knowledge of the game necessary but patience and stamina, for so one was longer on the field, with the exception of the man who went in first and carried out his bat, and the thanks of both

Co-day's Advertisements.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 9th November, 1908, the Anniversary of the Birthday of His Most Gracious Majesty, King Edward VII.

By Order, A. R. LOWE, Secretary.

Hongkong, 5th November, 1908. [97]

PUBLIC AUCTION.

THE Undersigned have received instructions from Lieut. A. H. GOVE, to sell by

PUBLIC AUCTION,

on

TUESDAY,

the 10th November, 1908, at 2.30 P.M., at No. 10, Austin Avenue, Kowloon,

SUNDRY

HOUSEHOLD FURNITURE,

Particulars from Catalogue.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th November, 1908. [969]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 11th November, 1908, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street.

SUNDRY HOUSEHOLD FURNITURE,

ALSO

ONE COTTAGE PIANO by Haake,

AND

TWO FOWLING PIECES.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th November, 1908. [970]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of November, at 9.30 A.M.

All Claims must reach us before the 15th of November, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO.

Ex S.S. *Coblenz* from Venice.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

General Agents.

Hongkong, 5th November, 1908. [8]

teams were due to these gentlemen for their services. With regard to the Scorers, they had done their work well and their work was certainly most strenuous. He had pleasure in proposing the health of Messrs. Lavery and Lowe, the Umpires, and Messrs. Hill and Raydon, the Scorers.

The toast having been duly honoured, Mr. Lavery, on behalf of the Umpires and Scorers, expressed their gratitude for the manner in which their toast had been accepted. He said they were only too pleased to act in their respective capacities and were glad to know that they had carried out their duties to the satisfaction, and with the approval, of both teams. The Umpires had done their best and it was satisfactory to know that the Scorers, who witnessed the game from an excellent point of view, agreed with their decisions, and both his fellow Umpire and himself felt flattered by the gratuitous information that all their decisions were correct and that everything had been "on the square." He thanked them all for the good sportsmanship shown and the absence of unnecessary appeals which had lightened their labours, and in conclusion he could only say they had done their best and endeavoured to "play the game."

Mr. W. A. C. Platt proposed the health of the guests, coupled with the name of Mr. F. S. A. Bourne, Acting Judge of H. M. Supreme Court. He said that Mr. Wood had already placed on record their appreciation of their guests and he could only reiterate what Mr. Wood had said. He hoped that it would not be long before Shanghai would pay a return visit to Hongkong and in mentioning the name of Mr. Bourne he hoped that if ever any one of those present was unfortunate enough to have to appear before him in his judicial capacity, that their guests of that night would remember the hospitality of which he had partaken.

Mr. F. S. A. Bourne briefly replied on behalf of the guests, and humorously related an incident in connection with a cricket match at Canton which appealed greatly to those present. An impromptu concert followed the conclusion of the dinner, at which Captains Barrett and Daniels, Messrs. Platt, Lewis, Raydon and Billings took part.

MR. A. P. WOOD'S GARDEN PARTY.

The list of entertainments connected with Interport Week was brought to a close yesterday, when Mr. A. P. Wood gave a garden-party in honour of the Hongkong Cricket team. A large number of guests partook of Mr. Wood's hospitality, and a thoroughly enjoyable afternoon was spent.

To Let.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1908. [499]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1908. [195]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RYON TERRACE.

OFFICES in RYON BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOUEX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VOUEX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1908. [66]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [60]

DR. M. H. OHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

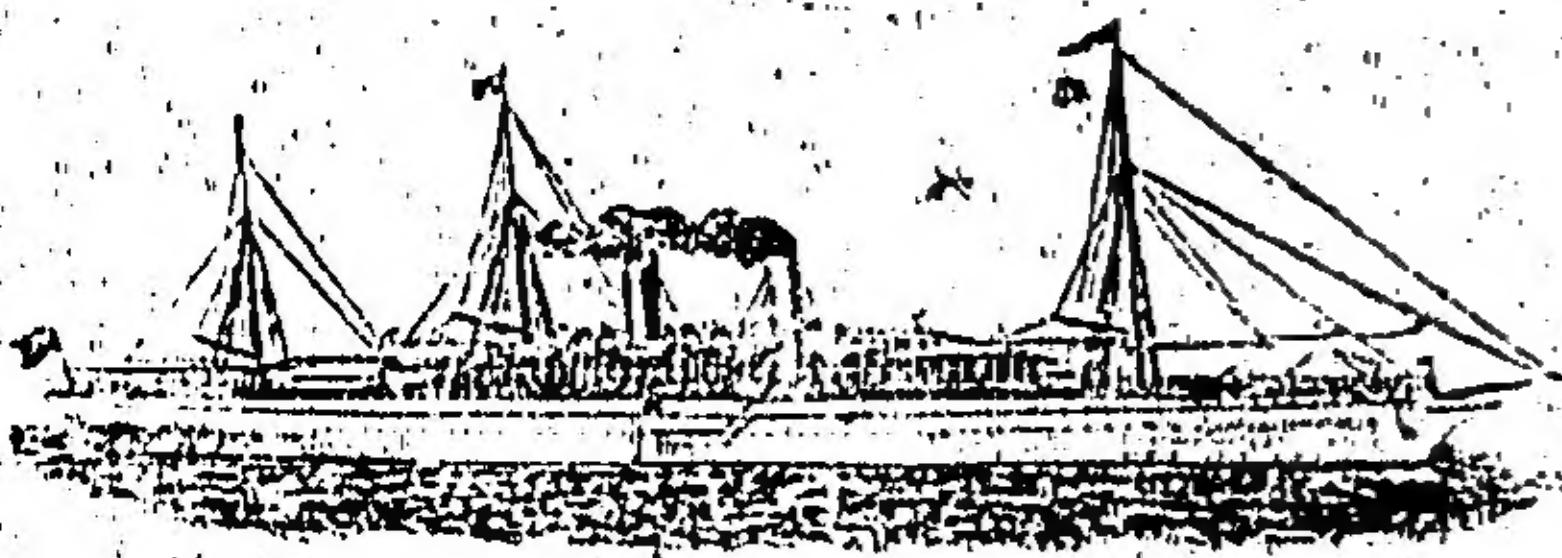
33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 20th June, 1904. [60]

Intimation.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line" Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF JAPAN" 6,000	SATURDAY, Nov. 7th Nov. 28th
"EMPRESS OF CHINA" 6,000	SATURDAY, Nov. 28th Dec. 19th
"MONTEAGLE" 6,163	SATURDAY, Dec. 12th Jan. 5th, 1909.
"EMPRESS OF INDIA" 6,000	SATURDAY, Dec. 19th Jan. 9th
"EMPRESS OF JAPAN" 6,000	SATURDAY, Jan. 16th Feb. 6th
"EMPRESS OF CHINA" 6,000	SATURDAY, Feb. 13th March 6th

"EMPRESS" steamships will depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatine "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points at and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China, &c.,
Corner "Polder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 6th Nov., 4 P.M.
SGAHOE, PENANG & CALCUTTA	"LAISANG"	SATURDAY, 7th Nov., 1 P.M.
SHANGHAI VIA SWATOW	"KONGSANG"	SUNDAY, 8th Nov., Daylight.
SHANGHAI VIA SWATOW	"TUNGSAI"	MONDAY, 9th Nov., Noon.
TIENSIN	"CHIPSING"	THURSDAY, 12th Nov., Noon.
SHANGHAI	"YUENSANG"	FRIDAY, 13th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	SATURDAY, 21st Nov., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kwisang*, *Namsang* and *Fookwang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 5th November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
WEI HAI WEI, NEWCHANG and TIENSIN	"HUICHOW"	7th Nov., 4 P.M.
HOIHOW & HAIPHONG	"CHIHILI"	8th " 8 A.M.
OEBO & HOILO	"BUNGKIANG"	10th " 4 P.M.
MANILA	"TAMING"	10th " "
SHANGHAI	"YUICHOW"	10th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY I. & AUSTRALIA	"CHANGSHA"	21st " "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Rates, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 5th November, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAFIRO	2540	R. Rodger	MANILA	SATURDAY, 7th Nov., at Noon.
RUBI	2540	Almond	"	SATURDAY, 14th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st October, 1908.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Hood, will be despatched as above on THURSDAY, the 12th Nov., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 21st October, 1908. [934]

NORTHERN PACIFIC LINE

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
Superic	6,232	Shotton	Nov. 19
Kumeric	6,232	Cowley	Dec. 17
Inveric	4,789	Boyd	Jan. 14
Boveric	4,445	Mathie	Feb. 11

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED
General Agents.

Queen's Buildings.
Hongkong, 10th October, 1908. [19-20]

HONGKONG, NEW YORK &
BOSTON.AMERICAN-ASIATIC STEAMSHIP
COMPANY.

FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE" Nov. 13.

to be followed by
S.S. "BRAEMAR" On or about Nov. 20.

(for NEW YORK only)

For freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd October, 1908. [937]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"DENBIGHSHIRE"

will be despatched for the above Ports on or about the 30th November, 1908.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 29th October, 1908. [954]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SA" Capt. E. S. ORRWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout with Electric Light. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & CO., LD.,
and
SHIU ON & CO., LD.,
No. 5, Queen's Road West.

Hongkong, 2nd Nov. 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW

THE Company's Steamship

"HAIMON."

Captain Evans, will be despatched for the above Ports, TO-MORROW, the 6th instant, at 11 o'clock A.M.

For Freight or Passage, apply to
DOUGLAS, LAFRAIK & CO.,
General Managers.

Hongkong, 5th November, 1908. [963]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN"

Capt. J. G. Olifent, will be despatched for the above Ports on SUNDAY, the 8th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 3rd November, 1908. [965]

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

will be despatched for the above Ports on or about MONDAY, the 9th November.

For Freight or Passage, apply to
P. NALIN,
Acting Agent.

Hongkong, 2nd November, 1908. [14]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed direct by the R.M.S. *Egypt*, due in London on 16th December, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 31st October, 1908. [7]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "WRAY CASTLE" 1st Dec.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th November, 1908. [830]

THERAPION MAY NOW ALSO BE OBTAINED
IN DRUGS (TASTELSS) FORM.

SELF CURE NO. 1000

MARVEL UPON MARVEL

NO SUFFERING

NO DESPAIR

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HONGKONG AVERAGE MARKET
PRICES.

Contracted 30th October, 1908. per 5 Mus.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B. 18

" Corned—Ham Ngau Yuk 18

" Roast—Shlu 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lau 18

" Sausages—Ngau Yuk Chong 26

" Bullock's Brains—Know 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 58

" Head—Ngau Tau 80

" Heart—Ngau Sum 18

" Hump, Sali—Ngau Kin 18

" Feet—Ngau Keok 7

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau On 12

" Tripe (undressed)—Ngau To 7

" Calves' Head and Feet—Ngau-chai-
tau-keok 51.00

" Mutton Chop—Yeung Pal Kwat 22

" Leg—Yeung Pai 22

" Shoulder—Yeung Shau 20

" Pig's Chiddings—Chi cheong 24

" Brains—Chi Know 2

" Feet—Chi Keok 12

" Fry—Chi Chak 12

" Head—Chi Tau 16

" Heart—Chi Sum 10

" Kidneys—Chi Yiu 10

" Liver—Chi Kon 7

" Pork Chop—Chi Pal Kwat 22

" Corned—Ham Chu Yuk 22

" Leg—Chu Pei 22

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	"LAST DIVIDEND."	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	127,000	\$125	\$125	{ £1,500,000 \$14,000,000 \$310,000	\$2,005,774	{Interim of £3 for first half year @ ex 1/6 = \$21.942	5 1/2 %	{3805 ex. and b. London £80
National Bank of China, Limited	50,000	£7	£6	{ £4,000 \$150,000	\$10,225	\$2 (London 3/6) for 100	...	\$50
MARINE INSURANCES.								
Ganton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$137,757 \$411,990	none	\$14 for 100	8 1/2 %	\$175 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ £125,000 Tls. 303,747 Tls. 118,277	Tls. 16,512	Final of 7/6 making 15% for 1907	6 %	Tls. 85 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$202,478 \$139,695 \$727,649	\$2,506,011	{Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 %	\$785
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$199,033 \$65,517	\$591,763	\$12 and bonus \$3 for 1906	9 %	\$167 1/2 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	0,000	\$100	\$10	{ \$1,000,000 \$100,000 \$100,000	\$372,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$98 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$100,000	\$428,037	\$27 for 1906	8 %	\$335 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$9,000	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$264,638 \$90,000	Nil.	\$2 1/2 per year ending 30.11.08	7 1/2 %	\$34
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	{ \$250,000 \$81,766 \$17,655	\$7,755	\$1 1/2 for first half-year ending 30.6.08	7 1/2 %	\$28 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £10,000 £10,000 £10,000	£13,755	{6% for 1907 on Preference shares only @ ex 1/6 = \$3.154	5 1/2 %	{33 £20
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 72,500	Tls. 4,510	Interim of Tls. 12 for account 1908	7 1/2 %	Tls. 45 sellers
"Shell" Transport and Trading Company, Limited ..	1,000,000	£1	£1	{ £1,000,000 £1,000,000	£63,817	{Final of 1/2 making 3/2 for 1907 and 10- Interim of 1/2 (No. 10) for a/c 1908	7 1/2 %	Tls. 52 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ £10,000 £10,000	\$8	{£100 for year ending 31.12.1908	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 60,255 Tls. 100,000	Tls. 6,860	Final of Tls. 4 making Tls. 5 for 1907	11 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$100,000	Dr. \$279,871	48 for year ending 31.12.07	...	\$120 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000	Dr. \$135,131	{£100 for year ending 31.12.06	...	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 9,173	Tls. (8 1/2) for year ending 31.12.06	...	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	300,000	£1	£1	{ £150,000 £150,000	£11,556	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 15 1/2 sales
Raub Australian Gold Mining Company, Limited ..	150,000	£1	£1	{ £150,000 £150,000	Dr. £1,191	No. 10 of 1/6 = 48. 0015	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	{ \$53,601	\$3,736	\$1.75 per year ending 31.12.07	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$10,000 \$10,000	\$3,556	Final of 1/4 making 3/4 for 1907	7 %	\$49 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$10,000 \$10,000	384,847	Interim of \$4 for account 1908	8 1/2 %	\$93 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000	Tls. 33,742	{Final of Tls. 21 making 10 all Tls. 5 for year ending 30.4.08	6 1/2 %	Tls. 82 sales
Shanghai and Hongkew Wharf Company, Limited ..	35,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 75,000 Tls. 125,000	Tls. 12,616	Interim of Tls. 4 for account 1908	5 1/2 %	Tls. 154 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 98 buyers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ Tls. 25,000 Tls. 25,000	Dr. 21,200	\$2 1/2 for year ending 30.6.07	...	\$16 sellers
Central Stores, Limited	50,125	\$15	\$15	{ \$10,000 \$10,000	19,178	\$1.80 for 1906	...	\$12 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,000 \$10,000	\$14,639	Interim of 1/2 for account 1908	8 %	\$77 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ Tls. 25,000 Tls. 25,000	\$6,915	Interim of \$3 1/2 for account 1908	7 1/2 %	\$94
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ Tls. 25,000 Tls. 25,000	\$4,631	70 cents for 1907	7 1/2 %	\$9 1/2 sales
Kowloon Land and Building Company, Limited ..	5,000	\$50	\$50	{ Tls. 25,000 Tls. 25,000	1653	\$1 1/2 for 1907	6 1/2 %	\$27
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000	Tls. 107,547	Interim of Tls. 1 for account 1908	7 %	Tls. 116 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 170,000	\$1,541	Interim of \$2 for account 1908	9 %	\$46
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000	Tls. 8,807	Tls. 2 1/2 for year ending 31.10.1907	3 1/2 %	Tls. 67 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 Tls. 150,000	59,553	50 cents for year ending 31.7.08	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 85,519	Tls. 6 for year ending 30.9.06 (8 %)	...	Tls. 60 sellers
Laon-kuang Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 150,000	Tls. 6,308	Tls. 8 for 1906	...	Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 150,000	Tls. 50,663	Tls. 50 for 1906	...	Tls. 240 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 £1,500	£48	10 1/2 per share for 1907 = \$1.037	13 1/2 %	\$7 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ £1,500 £1,500	Nil.	\$1.20 for 1907	12 %	\$10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ £1,500 £1,500	£1	60 cents for year ending 28.2.06	...	\$5 1/2 sales
China Flourish Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ £1,500 £1,500	£1	80 cents for 1907	7 1/2 %	\$9.30 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ £10,000 £10,000	\$8,591	\$1.30 for year ending 31.7.08	5 1/2 %	\$22 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	{ £10,000 £10,000	\$48	Interim of 40 cents for account 1908	10 %	\$10 sales
H. Price & Company, Limited	12,000	\$10	\$10	{ £10,000 £10,000	\$54	75 cents for 9 months ending 31.12.07	8 %	\$12 buyers
Hall & Holt, Limited	21,000	\$10	\$10	{ £10,000 £10,000	\$5,000	\$2 for year ending 28.2.08	10 %	\$20 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ £10,000 £10,000	\$8,917	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2 %	\$17 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £10,000 £10,000	\$9,321	Interim of \$1 for account 1907	8 1/2 %	\$235 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ £10,000 £10,000	\$4,578	Interim of \$1 for account 1908	8 %	\$25 sellers
Maatschappij tot Rijzen, Bosc en Landbouwen in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 27,603	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	4 1/2 %	Tls. 700 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ Tls. 547,500 Tls. 27,603	Tls. 27,603	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	{ Tls. 547,500 Tls. 27,603	\$7,471	None	4 %	\$3
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 547,500 Tls. 27,603	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 119 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000	Tls. 6,603	Final of Tls. 9 making 12 all Tls. 14 for 1907	12 %	Tls. 116 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000	Tls. 8,493	Final of 37/6 making 52/6 for 1907	...	Tls. 400
Shanghai Waterworks Company, Limited	16,150	£20	£20	{ Tls. 100,000 Tls. 100,000	Tls. 58,332	None	...	\$25 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ Tls. 100,000 Tls. 100,000	Dr. \$90,237	40 cents for year ending 31.5.08	8 %	\$12 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 100,000 Tls. 100,000	236	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 94 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000	Tls. 4,500	50 cents for 1907	...	\$10 1/2 sellers
Union Waterboat Company, Limited	10,000	\$10	\$10	{ Tls. 100,000 Tls. 100,000	Tls. 301	{80 cents on 900,000 rd. shares and \$19.80 on 100,000 new shares for yr. end. 31.5.07	6 1/2 %	\$12 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ Tls. 100,000 Tls. 100,000	Nil.	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 %	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ Tls. 100,000 Tls. 100,000	\$1,100	\$5
William Powell, Limited	15,000	\$10	\$10	{ Tls. 100,000 Tls. 100,000	\$3.95

* These shares are entitled to half of the profits

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